

BookletChart™

Islands in Lake Erie

NOAA Chart 14844

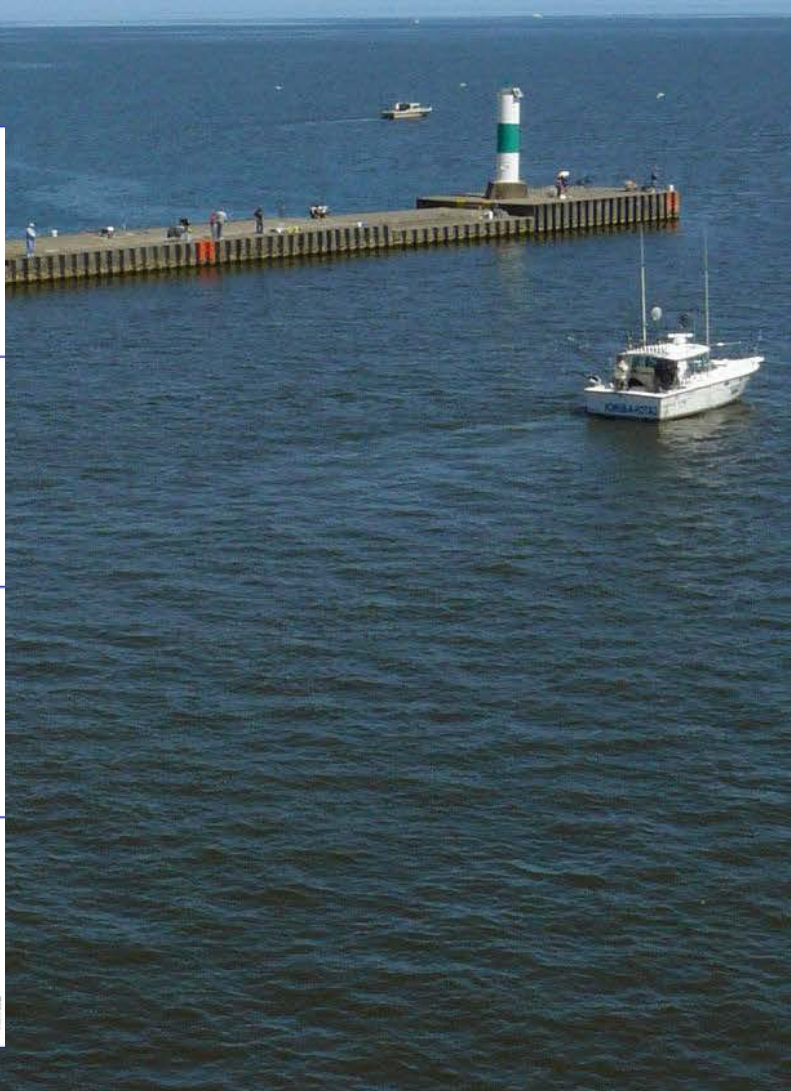
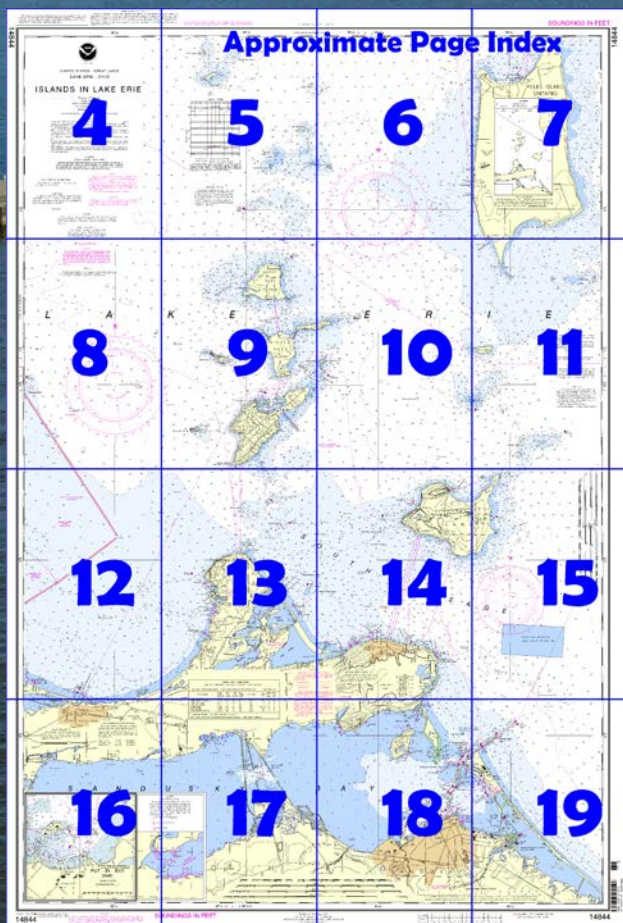


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14844>.



(Selected Excerpts from Coast Pilot)

Sandusky Harbor, serving the city of **Sandusky, OH**, is in the southeast part of Sandusky Bay about 50 miles west of Cleveland. The harbor is a major shipping point for coal. Sand, gypsum, and fish are also handled. The harbor is an excellent natural harbor of refuge for small craft. An unmarked **dumping ground** with a least reported depth of 30 feet is 2.7 miles north of Sandusky Harbor entrance channel.

Prominent features.—A large amusement park on Cedar Point, brightly lighted at night, is conspicuous. The most prominent object in the park is the 330-foot observation tower on the east side of Cedar Point, 0.9 mile

from the N extremity. The Erie County Courthouse lighted clock tower in the city is also prominent.

Sandusky Harbor Breakwater Light (41°29'57"N., 82°40'29"W.) 30 feet above the water, is shown from a white cylindrical tower with a green band on the outer end of the jetty that extends northeast from Cedar Point. A sound signal, which is manually activated by keying the microphone five times on VHF-FM channel 79, is at the light.

Channels.—The harbor is entered from Lake Erie through a dredged entrance channel that leads southwest from deep water in the lake along the northwest side of a jetty extending northeast from Cedar Point. Inside Cedar Point, the channel turns south-southwest across Sandusky Bay. About midway across the bay, the channel divides with the deeper channel leading W then S along a deep-draft wharf to a turning basin at the southwest corner of the harbor. The shallower channel continues south-southwest to a channel leading W along the Sandusky docks to the turning basin.

The dredged channels are marked by lighted and unlighted buoys and lighted ranges. The lighted clock tower of the Erie County Courthouse is prominent on the line of **017°** Inner Range which marks Upper and Lower Straight Channels.

Federal project depths are 26 feet in Moseley Channel, 25 feet in the Upper Straight Channel and Upper Bay Channel, 24 feet in Lower Bay Channel and the turning basin, 22 feet in Dock Channel, and 21 feet in Lower Straight Channel. (See Notice to Mariners and latest edition of charts for controlling depths.)

It is the recommendation of the Lake Carriers' Association that, at the junction of the straight channel and the bay channel, the master of an outbound vessel should slow down if necessary to avoid meeting vessels at the intersection. This recommendation should not be construed as relieving the inbound vessel of the obligation to exercise due caution in approaching the intersection.

Anchorage.—A special anchorage is in a basin on the east side of Sandusky Bay about 1.3 miles southeast of the entrance. (See **33 CFR 110.1 and 110.83a**, chapter 2, for limits and regulations.)

Dangers.—In 1977, it was reported that the jetty extending NE from Cedar Point is partially submerged during periodic high water conditions.

Caution.—A submarine cable crosses the inner end of Moseley Channel; vessels are cautioned not to drag anchor in this area.

Fluctuations of water level.—In addition to the fluctuations of level that affect Lake Erie somewhat uniformly, strong winds produce abnormal fluctuations in Sandusky Bay. In combination with prevailing high or low water, these abnormal fluctuations may reach a maximum effect of 6 feet above or 2½ feet below Low Water Datum.

Towage.—Tugs for Sandusky are available from Cleveland or Toledo. (See Towage under Cleveland and Toledo.)

Wharves.—Sandusky has numerous waterfront facilities along the south side of the harbor, but only a few deep-draft facilities. (For a complete description of the port facilities, refer to Port Series No. 42, published and sold by the U.S. Army Corps of Engineers. See Appendix A for address.) The alongside depths given are reported depths. (For latest depths, contact the operator.) Rail, highway, water, and electrical shore-power connections are available at the berths except at the Erie Sand and Gravel Co., Salt Dock where only highway connections are available.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

Sailing courses and limits in the Lake Carriers Association

14844



UNITED STATES - GREAT LAKES
LAKE ERIE - OHIO

ISLANDS IN LAKE ERIE

Polyconic Projection
Scale 1:40,000
North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian list of Lights, Bouys, and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot for important supplemental information.

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

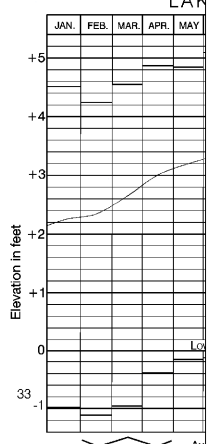
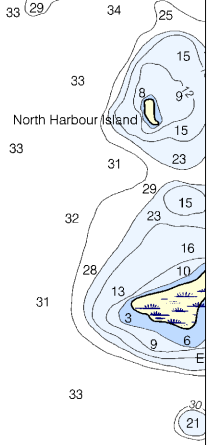
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Pump-out facilities

NOTE B

The area bounded by screen tint is a mill

Joins page 8



Low Water Datum, which levels shown on the above reference for the charted below Low Water Datum, ingly greater or lesser that

HORIZON
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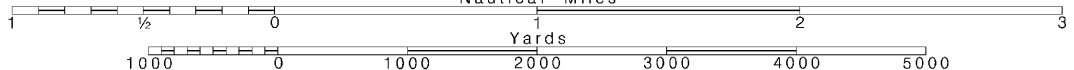
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

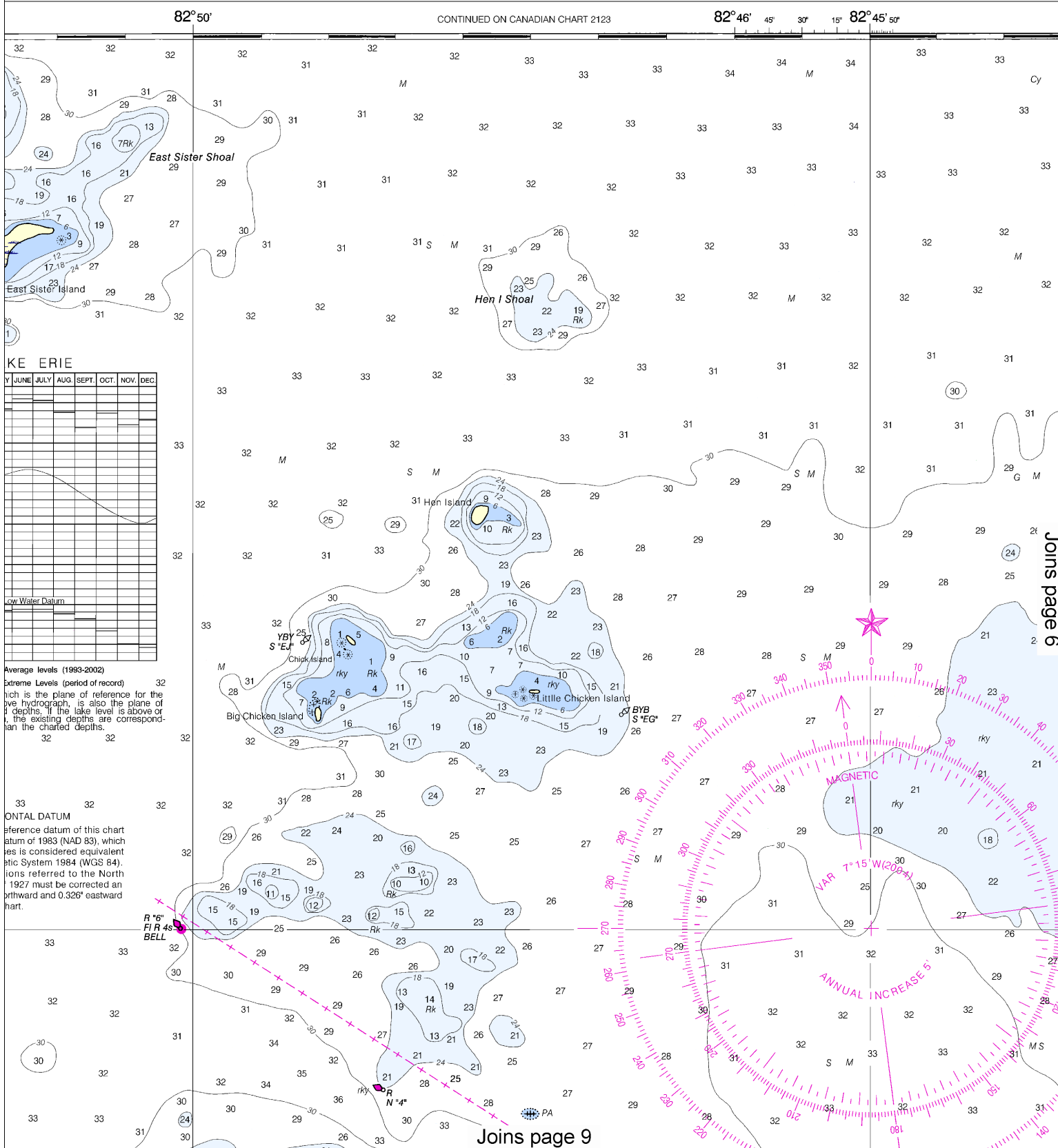
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Nautical Miles

See Note on page 5.



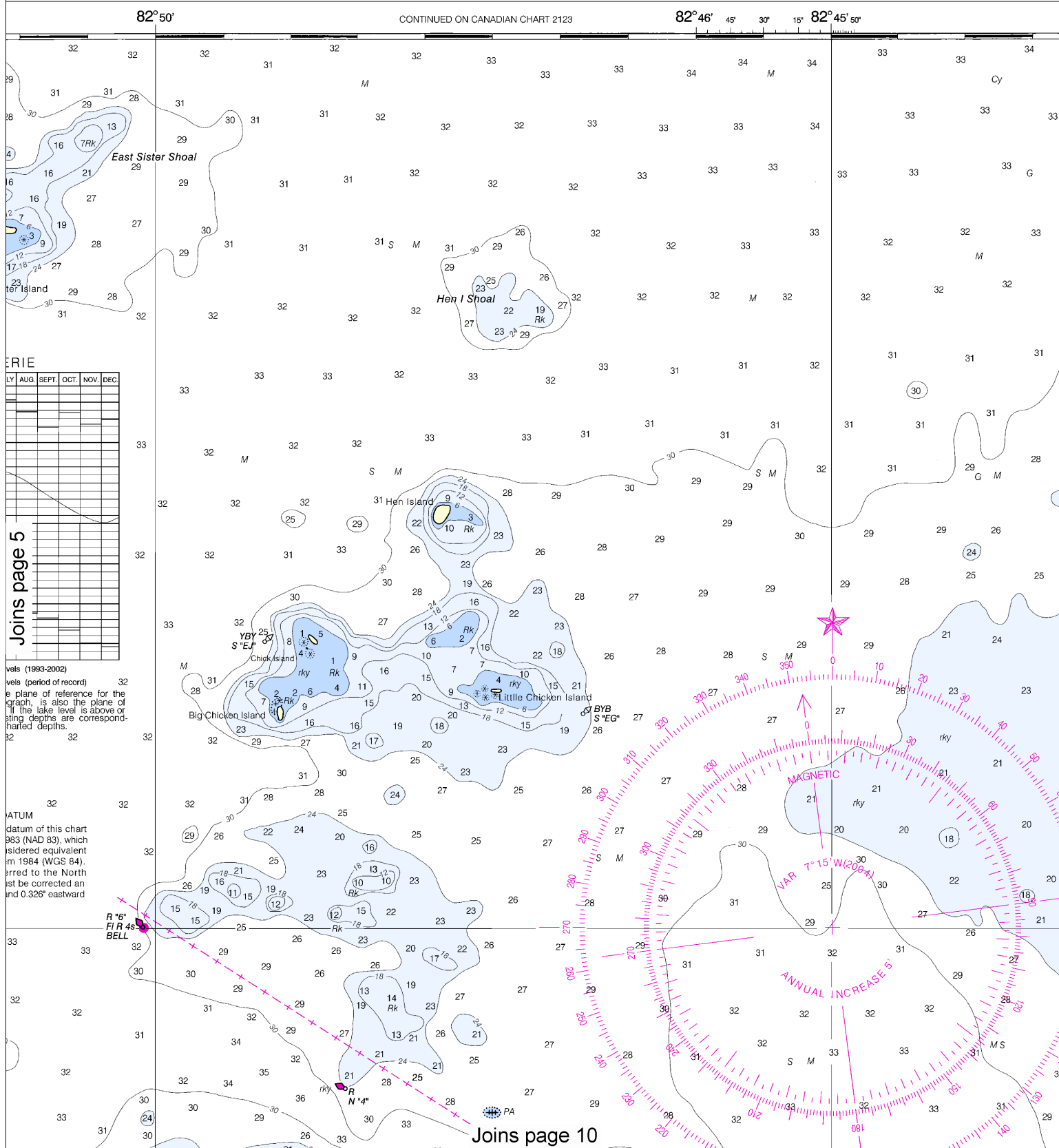
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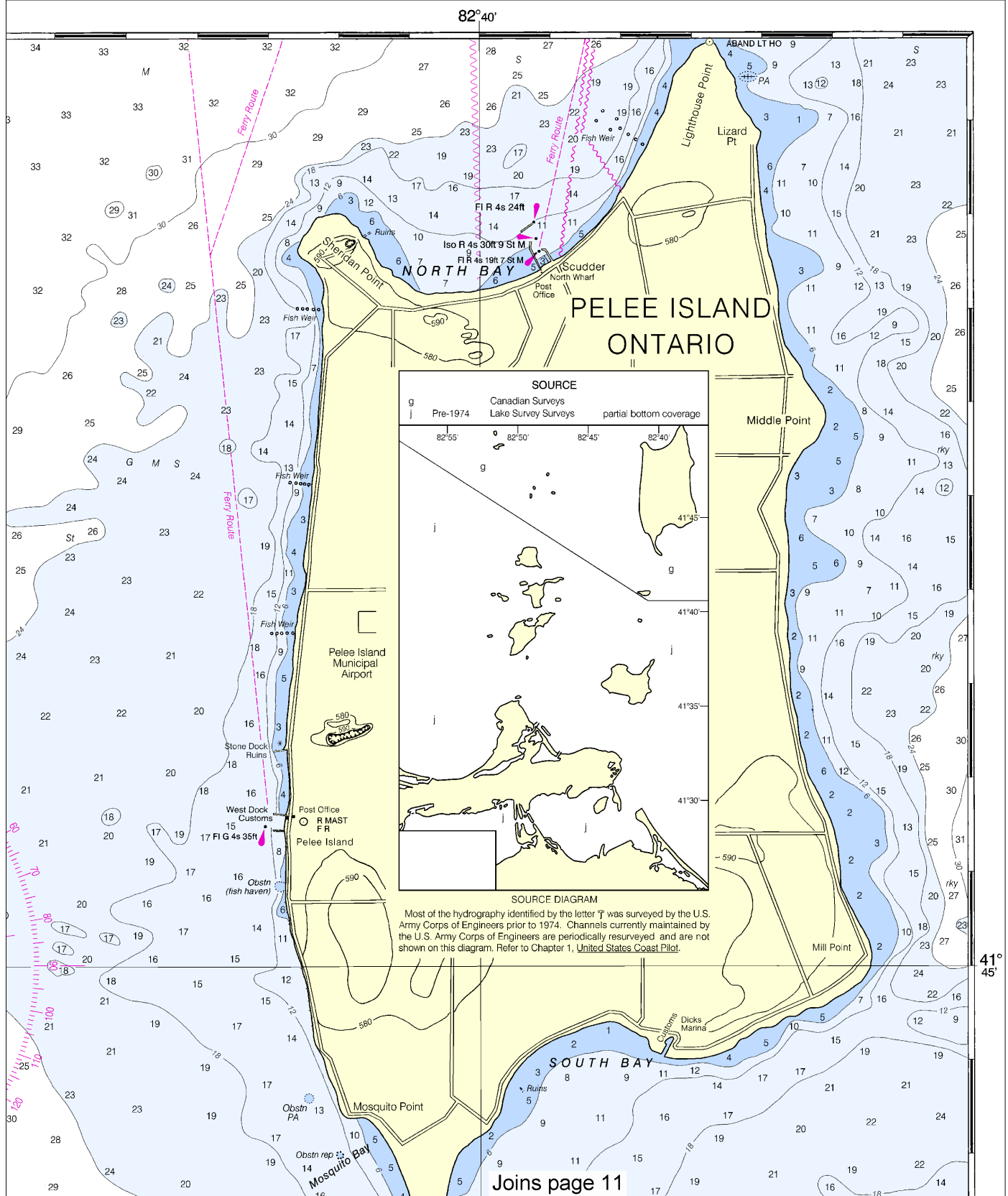
Formerly LS 364, 1st Ed., Sept. 1912 KAPP 1206

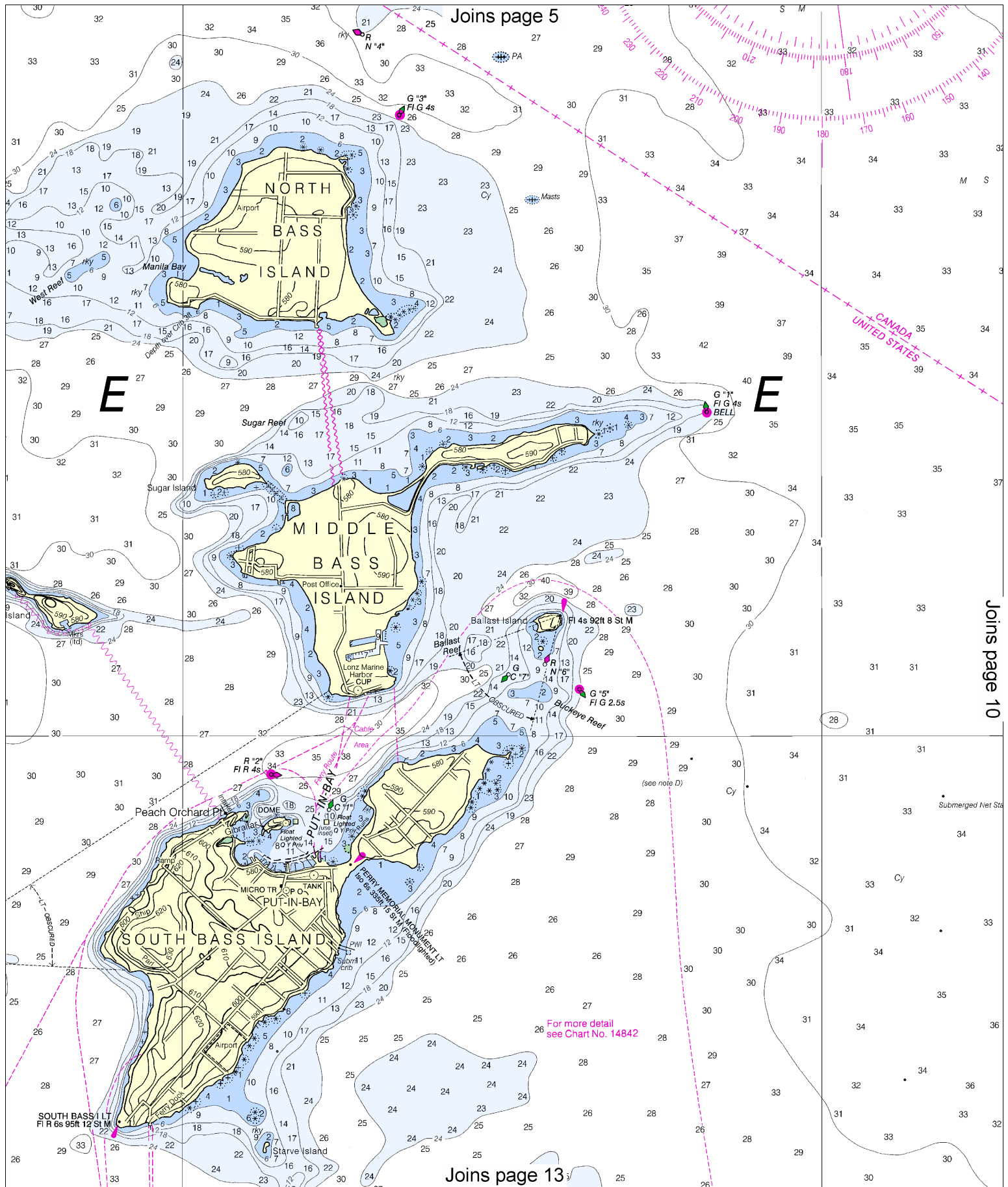


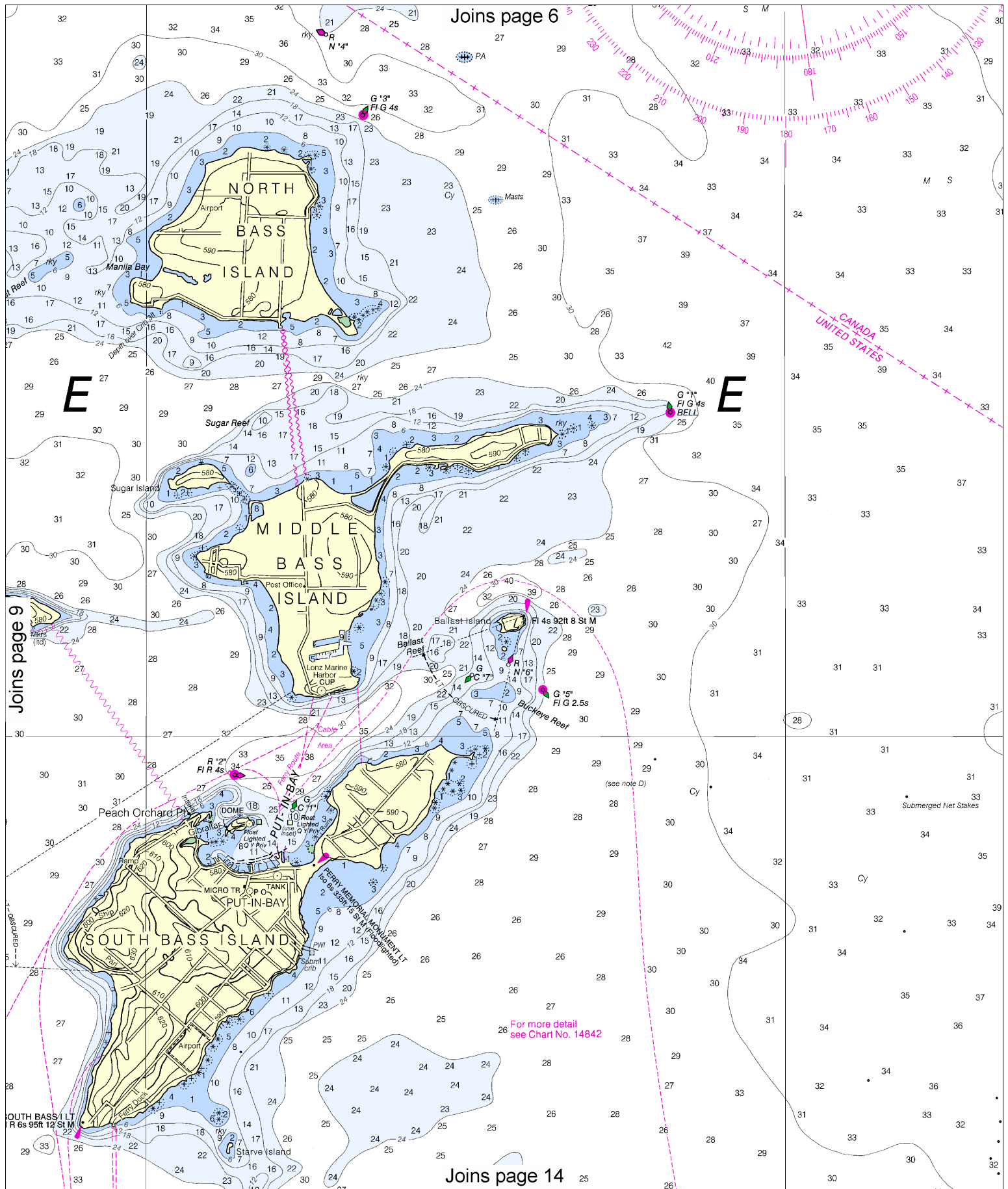
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5









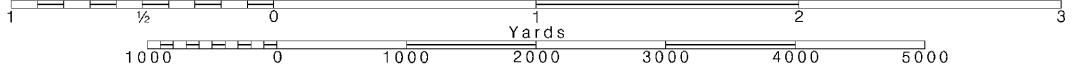
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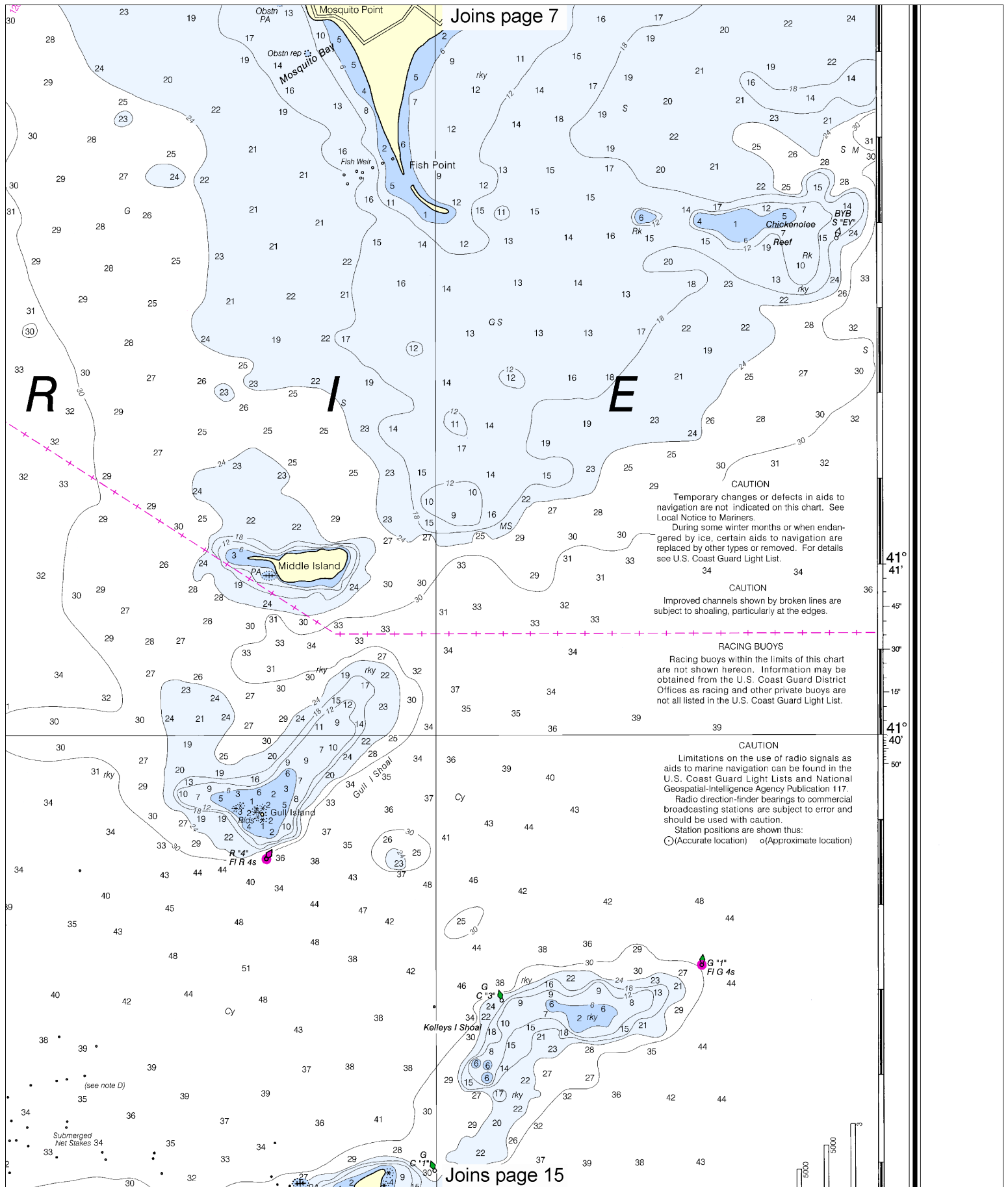
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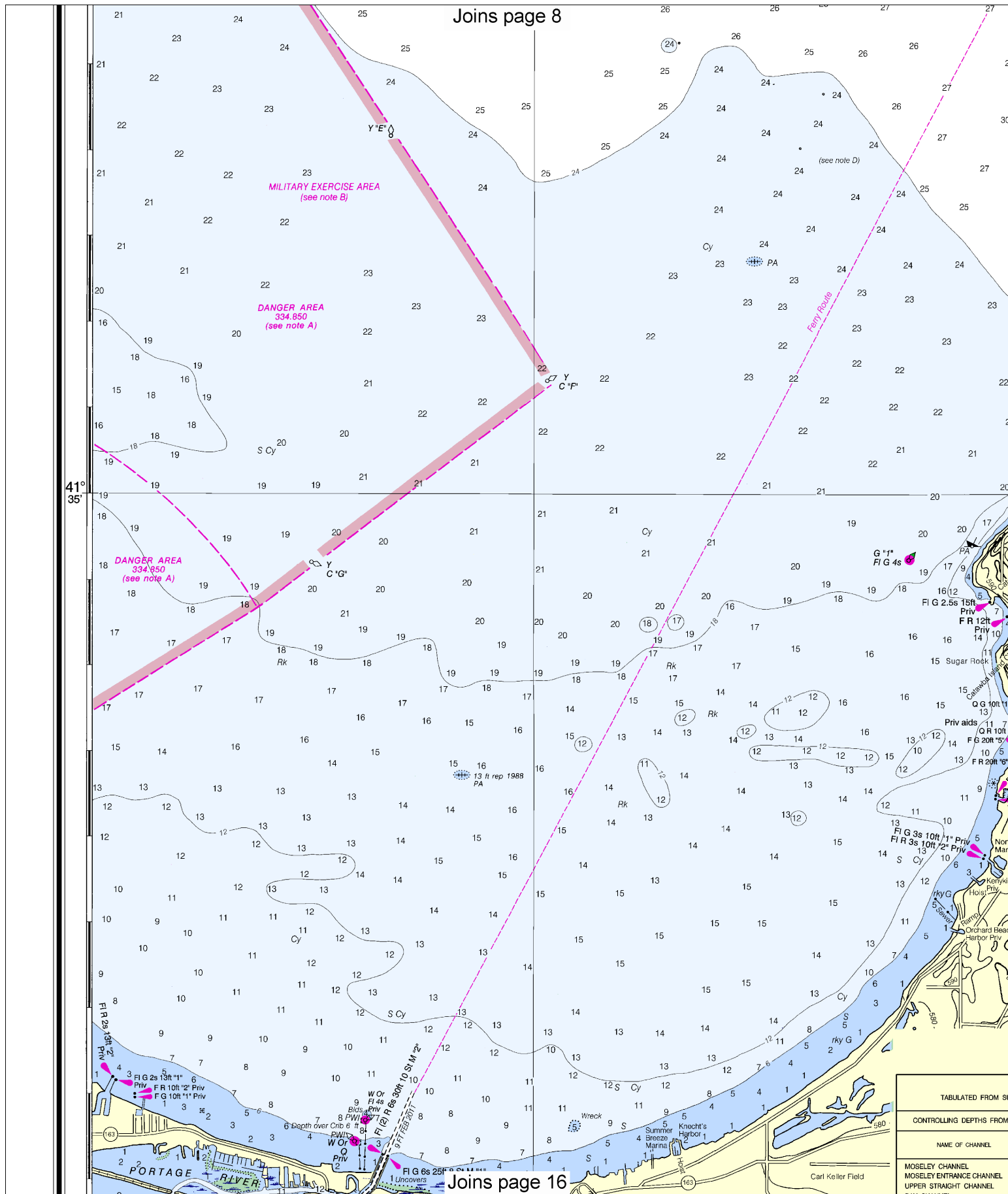
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Nautical Miles

See Note on page 5.







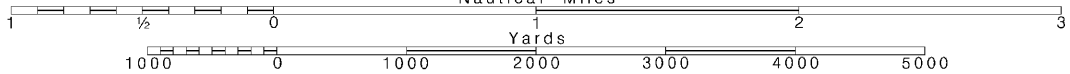
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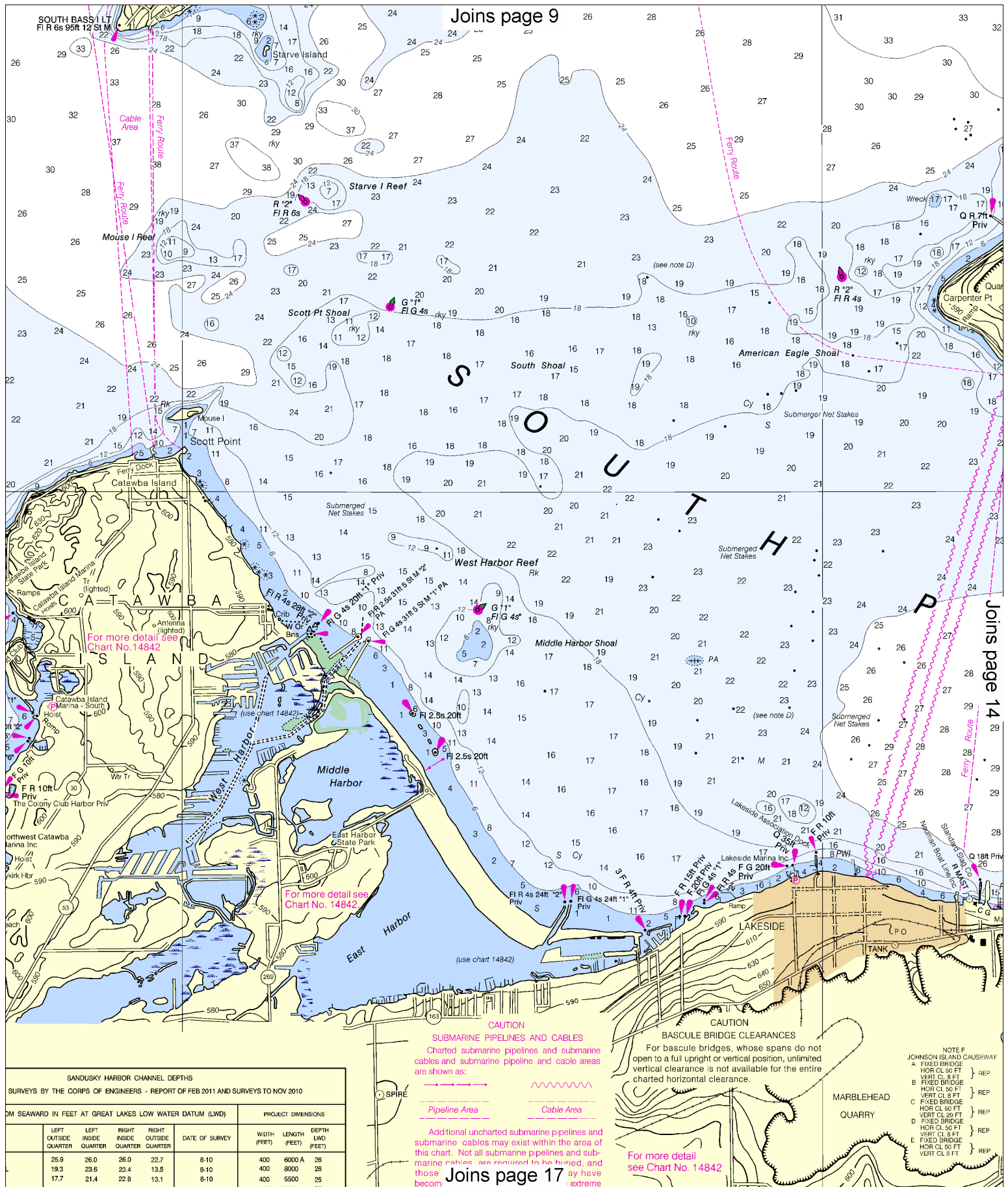
Note: Chart grid lines are aligned with true north.

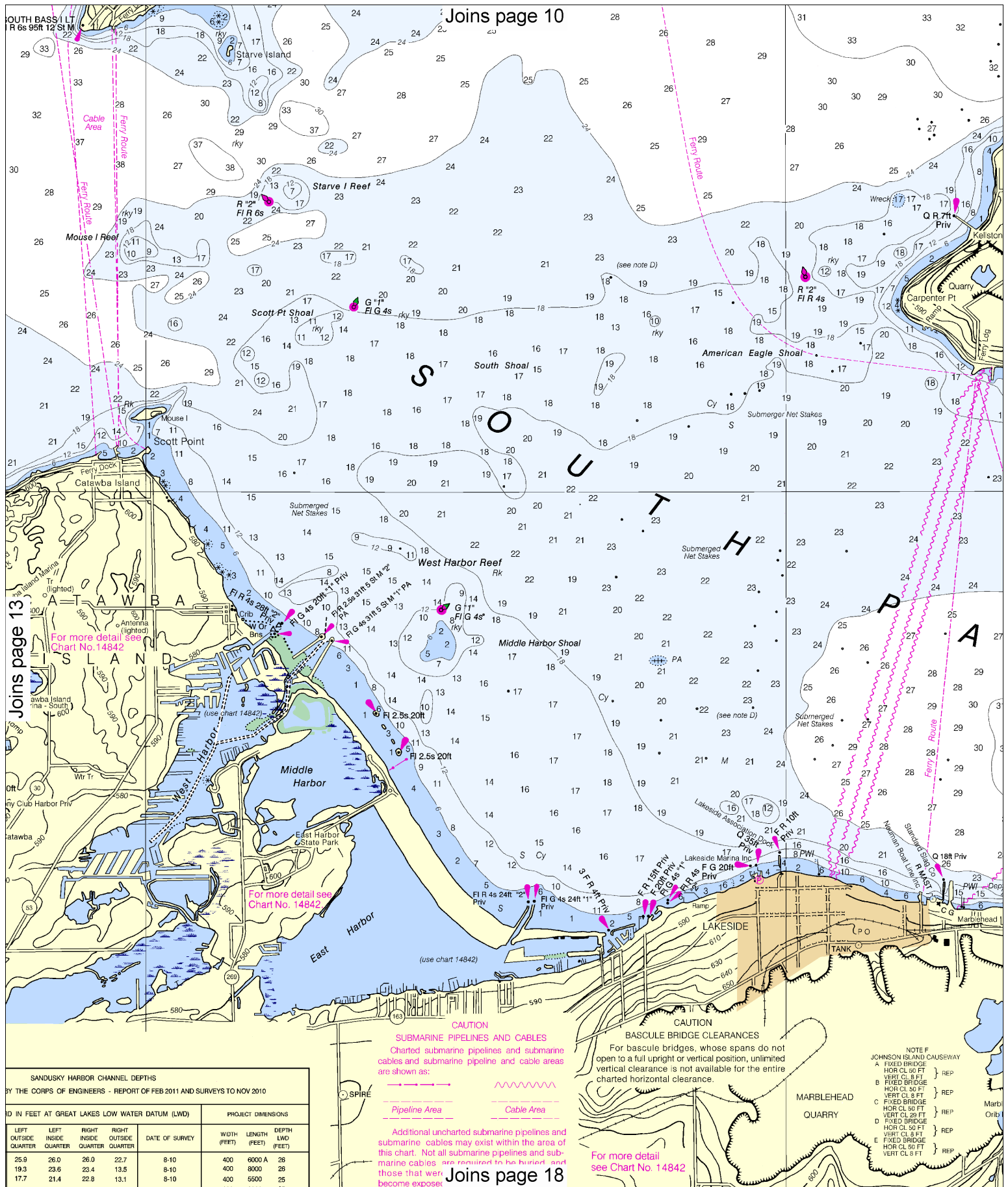
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







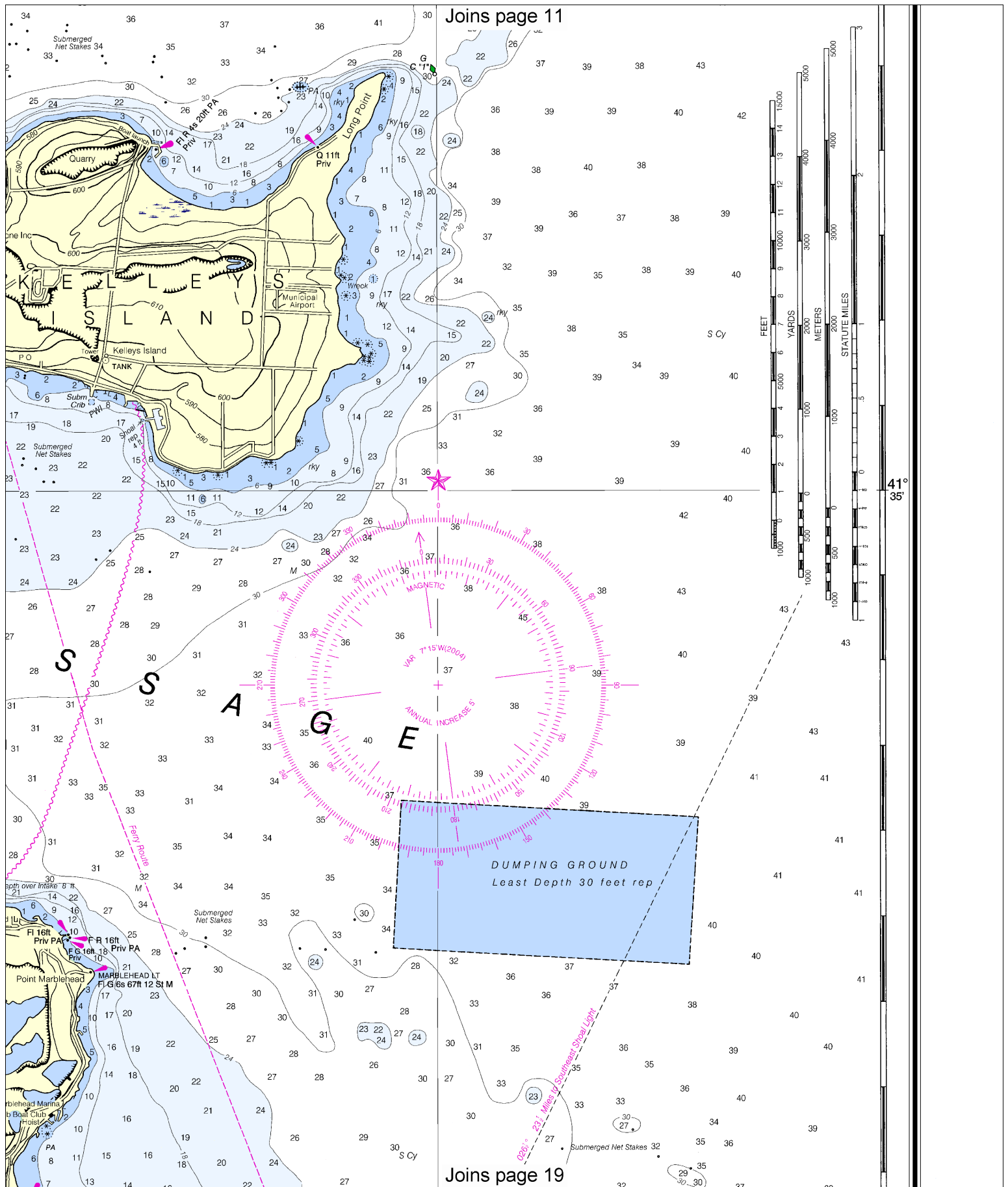
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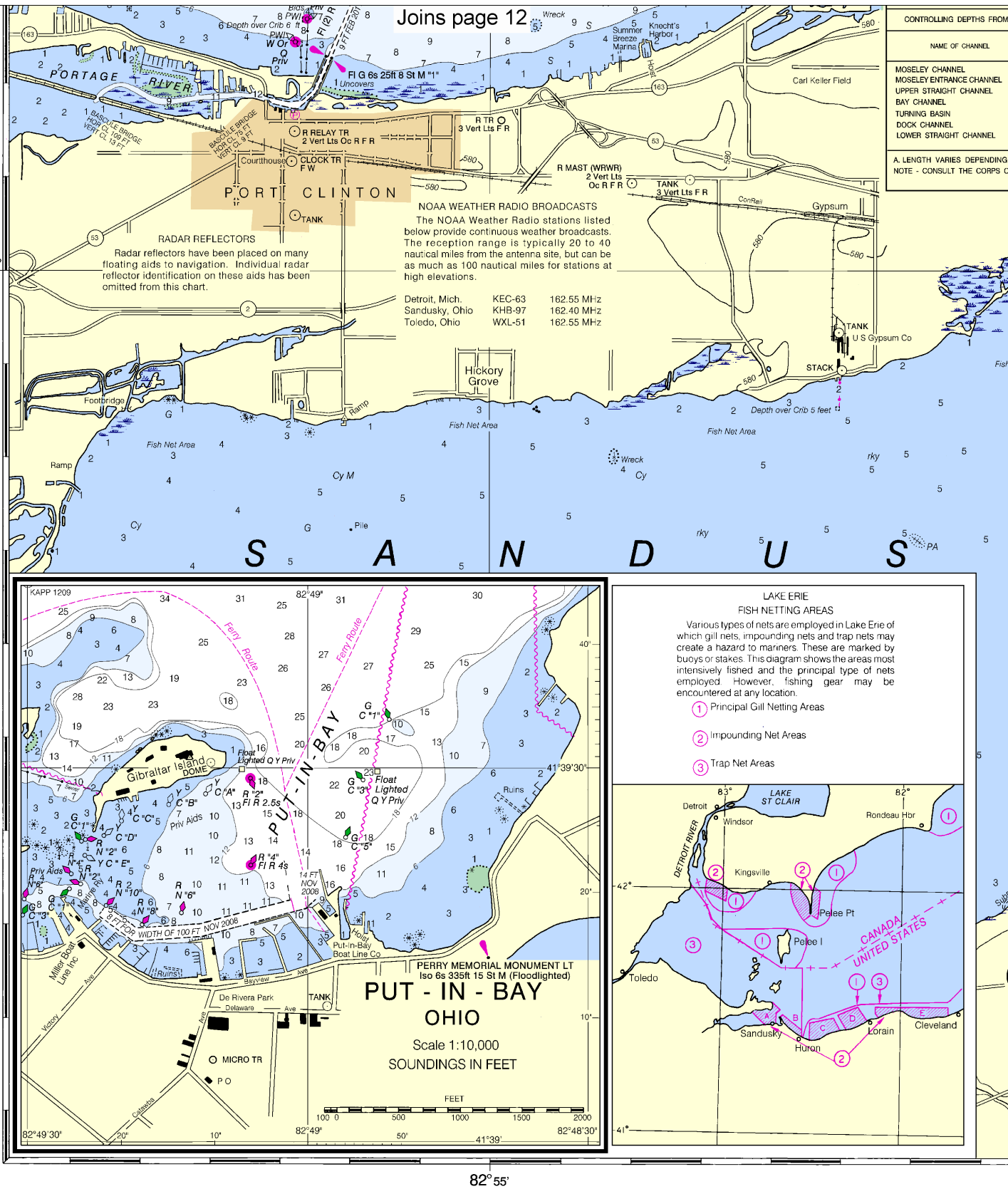
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







32nd Ed., Feb./ 04 ■ Corrected through NM Feb. 21/04
 Corrected through LNM Dec. 16/03

14844

SOUNDINGS IN FEET

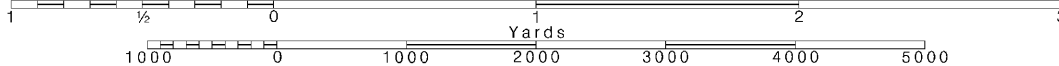
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



DISTANCE SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
25.9	26.0	26.0	22.7	8-10	400	6000 A	26
19.3	23.6	23.4	13.5	8-10	400	8000	26
17.7	21.4	22.8	13.1	8-10	400	5500	25
18.9	22.0	22.0	18.2	11-10	300	9000	25
19.0	22.5	22.5	24.6	11-10	300-1500	300-1500	24
13.7	13.4	13.4	13.8	8-10	300	5800	22
12.9	15.1	14.0	12.5	8-10	400	4200	21

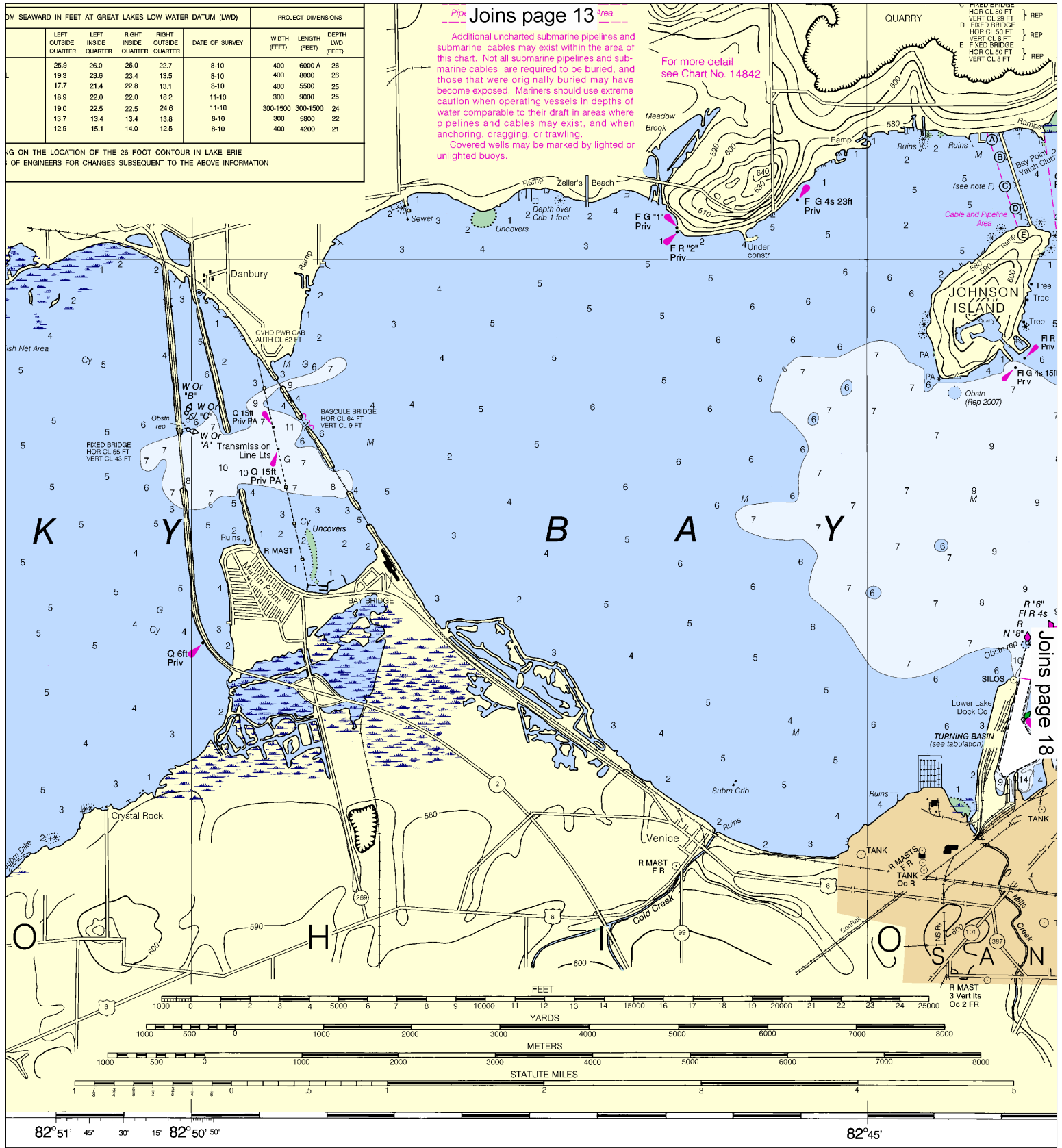
NOTE: THE LOCATION OF THE 26 FOOT CONTOUR IN LAKE ERIE
OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Pipe Joins page 13 Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

For more detail
see Chart No. 14842



Joins page 18

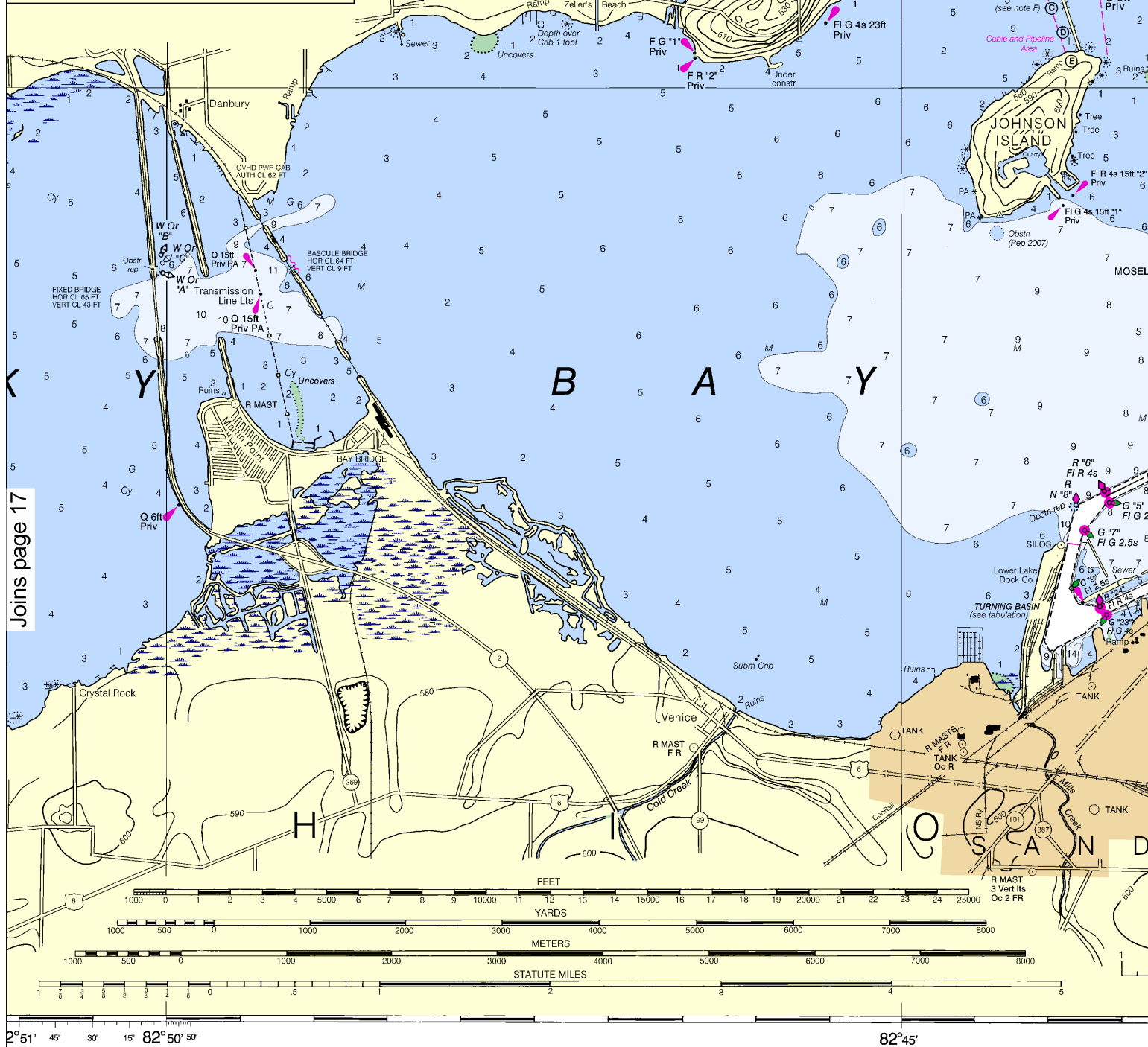
D IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	RIGHT INSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
25.9	26.0	26.0	22.7	8-10	400	6000 A	26
19.3	23.6	23.4	13.5	8-10	400	8000	26
17.7	21.4	22.8	13.1	8-10	400	5500	25
18.9	22.0	22.0	18.2	11-10	300	9000	25
19.0	22.5	22.5	24.6	11-10	300-1500	300-1500	24
13.7	13.4	13.4	13.8	8-10	300	5800	22
12.9	15.1	14.0	12.5	8-10	400	4200	21

LOCATION OF THE 26 FOOT CONTOUR IN LAKE ERIE
 REEFS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 14

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For more detail
 see Chart No. 14842



Joins page 17

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

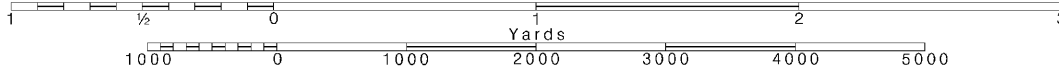
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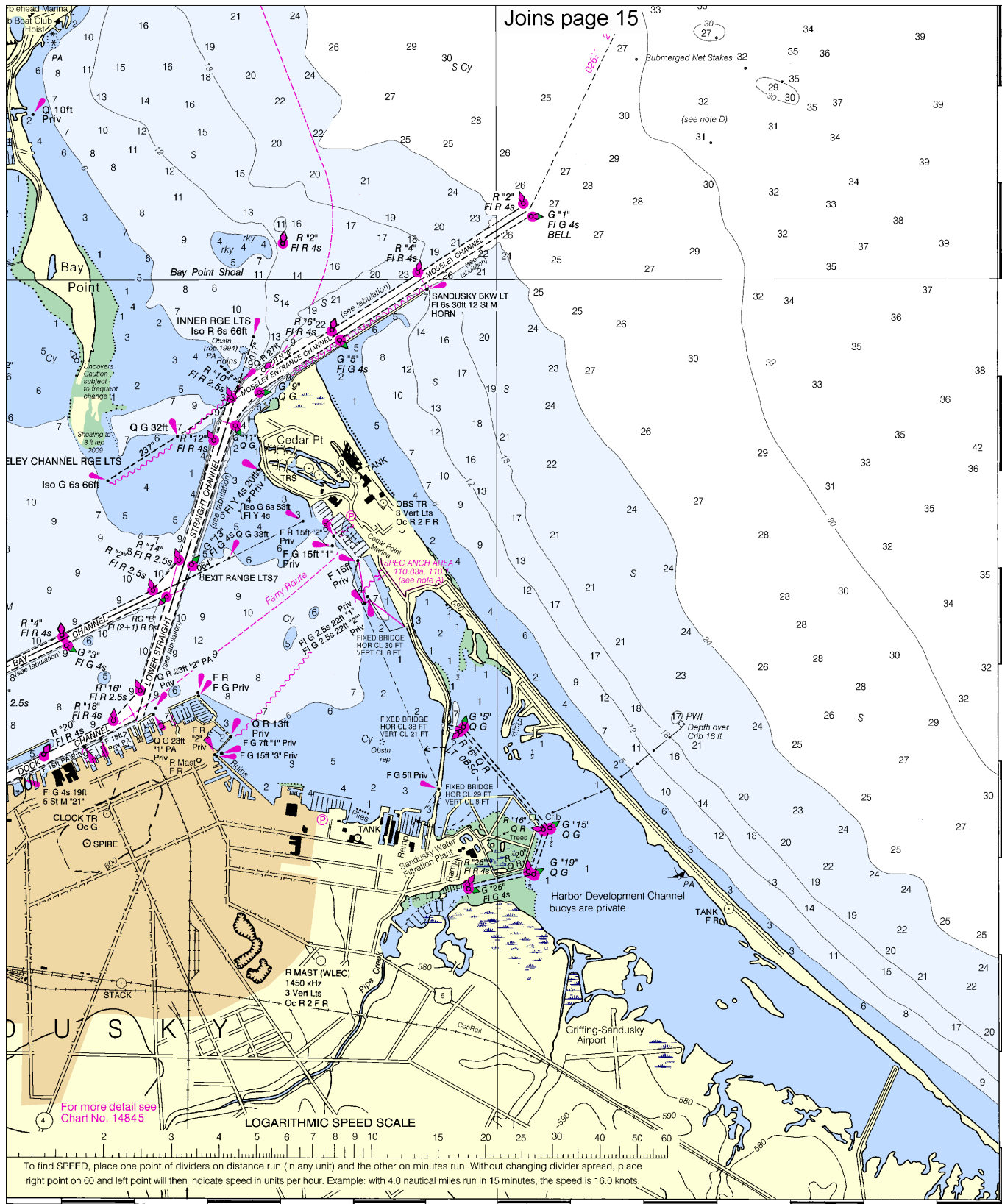
Note: Chart grid
 lines are aligned
 with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





41°30'



ED. NO. 32



NSN 7642014010670
NGA REFERENCE NO. 14XHA14844

Islands in Lake Erie
SOUNDINGS IN FEET - SCALE 1:40,000

14844



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker